

## in Main Thoroughfares of Powder-Plant Town



busy and as congested as those already becoming a difficult and from Petersburg. The busiest and most crowded street in Hopewell, the main thoroughfare, shows a section of Broadway, Va.

passenger trains, the announcement suddenly that the company double-track the road from Petersburg to Hopewell. Following this the purchase of the tract of land to provide yard facilities.

At the present time the Norfolk and Western keeps six yard crews on duty at Hopewell for the purpose of shifting freight cars in and out of the plant. While there are no figures available as to the number of freight cars handled on the Point branch, railroad men estimate that the average is in the neighborhood of 350. This means from ten to fifteen freight trains a day on this branch.

Norfolk and Western is now operating five passenger trains each way between Petersburg and Hopewell. The schedule is arranged so as to accommodate the employees of the plant who desire to go to Petersburg. Conservative estimates of the volume of passenger traffic place the total number of passengers at sixty each day. As a rule, these coaches are crowded, and on certain trains the room is at a premium.

**SANDS OF PASSENGERS ARE CARRIED EACH DAY**  
During on sixty coaches each way, a number of passengers carried on the branch is placed at from 5,000 to 6,000 daily. The inability of employees to secure ample accommodations at Hopewell is responsible for the great volume of traffic in the passenger cars.

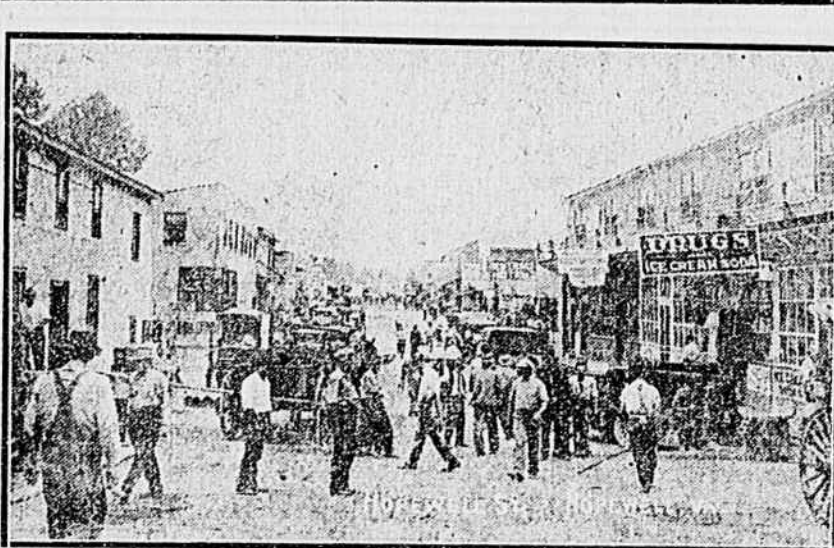
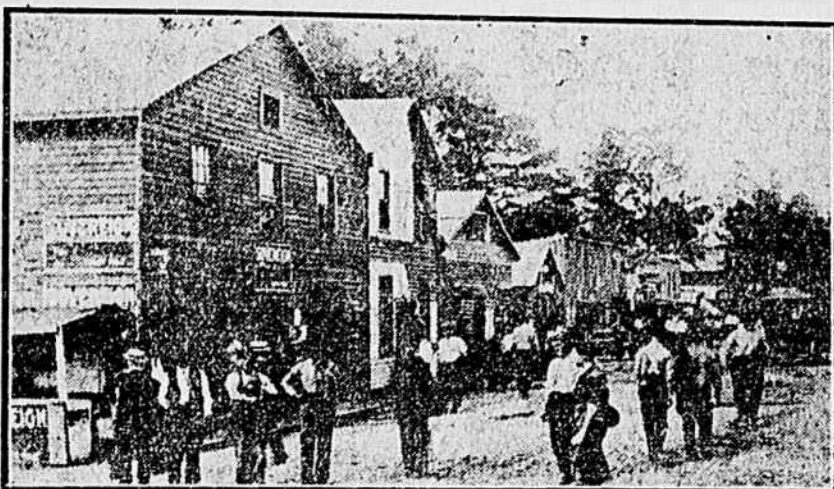
In connection with the money being paid by the Norfolk and Western in buying the City Point branch there are strong intimations that the company is in the confidence of the Du Pont company and are satisfied as to the permanency of the plant at Hopewell.

### TUNES MADE IN REAL ESTATE

(Continued From First Page.)  
estate men say. They know nothing about the words "lease" or "rent," when they do lease a building or they say they "buy" for so much. But there is one thing about the lots to foreigners which appeals to a man that has real estate on the lot, and that is they will pay up to the contract.

### DEVELOPMENT OF "SUBURBAN" PROPERTIES

the Battle Ground, where the sale was made on June 14, there now more than 250 houses, several of brick and others constructed of permanent lines. The Battle Ground is in the direction of Petersburg from Hopewell, and the development is going that way for the reason that it prevents the city's growth to the east. Du Pont City is another section of Hopewell, with stores and residences in course of construction. Hopewell Heights is another thriving suburb. Construction work was in on five new residences Friday. Other contracts will be let as soon as construction men can be secured. Heights are on the south side of the Norfolk and Western along the



right-of-way of the Petersburg and Appomattox Electric Railway.

Among the additions to Hopewell on which houses are being erected are Du Pont City, Battle Ground Addition, Hopewell Heights, Van Buren Addition, Day Addition, Hopewell Park and Battle Ground Annex. Hopewell proper was put on the market by Richard Eppes, who may be said to have been the pioneer real estate operator.

City Point, famous in the days of the War Between the States as a river shipping point, and the headquarters of General U. S. Grant during the siege of Petersburg, is again coming into its own. It is a section of Hopewell that has a bank, stores, post-office, and in its immediate vicinity are located the residences of the higher officials of the Du Pont plant and City Point or "A" village of the company's reservation.

The Du Pont company had purchased practically all of the 3,200 acres it now owns before the real estate operations began, and consequently, has not figured in this phase of the development. However, on the basis of the market price of land in the vicinity, the company's real estate is worth \$5,000,000 or more.

### SUBDIVISIONS LAID OUT FOR CONTINUOUS PLAN

As each subdivision is laid off, the real estate men make their plots so that the streets of each section will make connections and not injure the appearances of their own or adjoining property. Under these circumstances, it appears that when the town is incorporated it will not be such a great undertaking to rearrange its streets and set grade and building lines. Many of the subdivisions have water and sewer mains.

People familiar with the real estate situation at Hopewell cite many instances of the rapid increase in the value of land in that vicinity. One particular piece of property, lying more than a mile from the center of Hopewell, jumped in value ten times within sixty days. It is a farm of 418 acres, and the owner gave an option to a man for \$12,000. Another prospective purchaser came along and offered \$16,000 and a third \$21,000. There were flaws in the option, and it did not hold. Finally, in September, the property was sold at a bankrupt sale for \$31,000.

The man who bought the property at the sale disposed of it about October 15 for \$50,000, and the purchaser has now given an option on it for \$120,000.

A real estate firm purchased what is now the Battle Ground Addition for \$18,000. On this property the concern has already realized \$120,000 from the

the James, which the Du Pont Company absorbed soon after it began operations at Hopewell. It will be connected by private rail line with the immense plant at Hopewell and will be used by the unloading of supplies and loading of products consigned to the Northern finishing plants of the company.

Much of the material used by the Du Pont works is now received at Norfolk and shipped from there to Hopewell by rail over the Norfolk and Western. It is expected that the new pier will mean direct shipment to the plant by water of much of the material transhipped at Norfolk.

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